REMARKS

This application has been carefully reviewed in light of the Office Action dated September 27, 2002. By way of this amendment, claims 3, 4, 6, 7, 20, and 21 have been canceled, and claims 1 and 5 have been amended. Attached hereto is a marked-up version of the changes made to the claims by the current amendment. The attached paper is captioned "VERSION WITH MARKINGS TO SHOW CHANGES MADE." Claims 1, 2, 5, and 8-19 are currently pending in the application. Applicant hereby requests further examination and reconsideration in view of the following remarks.

The drawings have been objected to for failing to show textual labels of features or symbols 10, 20, and 24 in Figure 1. Applicant proposes a change to Figure 1 in which descriptive textual labels are added for each of elements 10, 20, and 24. A sheet of drawings with the proposed changes marked in red is being submitted with this amendment for the Examiner's approval. Upon the Examiner's approval, Applicant will submit new drawings in accordance with this requirement.

The Examiner has objected to the drawings under 37 C.F.R. §1.83(a) for failing to show various forms of data such as "engine configuration data", "aircraft configuration data", etc. recited in claims 3 or 6. Applicant respectfully submits that these features (now recited in amended claims 1 and 5) are adequately shown and need not be further illustrated, for the following reasons. First, the several types of data listed are not structural "features" which admit to separate illustration. Second, the data flow is already illustrated, specifically by the arrows connecting the separate elements in Figure 1. Applicant submits that a data flow in a process is a conventional feature which is adequately represented by a graphical drawing symbol (i.e. the arrows in Figure 1), as defined in 37 C.F.R. 1.83(a). Applicant submits that it is not necessary to show in the figures exactly what data is being transmitted when this is clearly described in the specification.

Finally, these items are not necessary to understand the invention, and while possibly admitting of illustration, inclusion of these elements (that is, eleven separate data items) would unduly complicate the existing drawings without contributing significantly to the ease of understanding the invention. Accordingly, it is requested that the drawing objection be withdrawn.

The Examiner has also objected to the drawings under 37 C.F.R. §1.83(a) for failing to show the mapping of tables and columns in the program database to tables and columns in the destination database as recited in claim 7. For the purposes of advancing examination, claim 7 has been canceled and accordingly it is submitted that the drawing objection is moot with respect to that claim.

Claims 1, 2, 4, 5, 7-16, 20, and 21 have been rejected under 35 U.S.C. §103(a) as being unpatentable over U.S. Patent 5,870,675 (Bauer et al.) in view of U.S. Patent 6,199,008 (Aratow et al.) This rejection is respectfully traversed in light of the present amendment.

Independent claim 1 has been rewritten to recite that the step of extracting data from the engine condition program monitoring database includes extracting data from the program database comprises extracting engine configuration data, aircraft configuration data, engine input data, engine raw output data, engine smoothed output data, aircraft input data, aircraft raw output data, aircraft smoothed output data, alert data, initialization data and compressed data. Independent claim 5 has been amended to recite similar limitations.

Bauer et al. is directed to a general method of synchronizing databases, particularly a database stored on a server with one or more remote client databases. Bauer et al. clearly does not teach exporting data including engine configuration data, engine input data, engine raw output data, engine smoothed output data, alert data, and initialization data, as recited in amended claims 1 and 5.

Aratow et al. is directed to a computerized flight planning system and teaches a computer having a CPU, a display, one or more input devices, and several databases connected to external sources of data (for example weather, terrain, aviation, and air traffic control).

The Examiner has stated that it would have been obvious at the time of the invention to combine Aratow et al.'s aircraft database tables with Bauer et al.'s database invention. However, even if one skilled in the art were motivated to combine Bauer et al. with Aratow et al. as suggested, the combination still fails to teach a method for exporting data from an engine condition monitoring system as recited in claims 1 and 5. The software taught by Aratow et al. is used to display information while planning a flight or during a flight. Aratow et al. does teach importing some aircraft related data described at column 5, lines 27-36, such as takeoff performance, landing performance, cross-wind limits, weight and balance, etc. However, these items represent standardized information of the type found in an aircraft's operating documentation which is wholly unrelated to engine monitoring data such as engine input data, engine raw output data, or engine smoothed output data as recited in the amended claims. Furthermore, as neither Bauer et al. nor Aratow et al. teaches an engine condition monitoring program, they necessarily do not teach the export of raw or smoothed engine output data (which is generated by the engine monitoring program). Accordingly, it is submitted that Bauer et al. in view of Aratow et al. fails to teach all of the limitations of amended independent claims 1 or 5 and the rejection should be withdrawn.

Each of claims 2 and 8-16 depend from independent claims 1 or 5 and are thus believed to be allowable for the reasons set forth above.

Claims 3, 6, and 17-19 have been rejected under 35 U.S.C. §103(a) as being unpatentable over U.S. Patent 5,870,675 (Bauer et al.) in view of U.S. Patent 6,199,008 (Aratow et al.) and further in view of U.S. Patent 5,869,752

(Klauber et al.) this rejection is respectfully traversed in light of the present amendment.

By way of this amendment, claims 3 and 6 have been canceled and it is submitted that the rejection is moot with respect to those claims. Claims 17-19 depend from amended independent claim 5.

As discussed above, Aratow et al. teaches software for a planning and/or displaying data related to a aircraft flight. The Examiner has stated that Aratow et al. teaches extracting aircraft raw output data and smoothed aircraft output data at column 5, lines 27-37. However, Aratow et al. does not teach an engine monitoring program and therefore does not teach the aircraft output data which would be generated by the program.

Klauber et al. is directed to an engine degradation detector and teaches a system having one or more sensors which directly or indirectly detect the stress in a load transmitting member. The magnitude of the variations in subsequent signals from a sensor can be related to the quality of operation of the engine (e.g., the degree of roughness). The Examiner has stated that Klauber et al. teaches engine configuration data at column 1, lines 26-49; however the data types described therein are kinds of output data which do not describe the configuration of the engine. Furthermore, because the system of Klauber et al. detects engine degradation by signal analysis which is independent of the engine configuration, it provides no motivation to extract engine configuration data from a program database as presently claimed.

For at least the above reasons it is submitted that Bauer et al. in view of Aratow et al. and further in view of Klauber et al. fails to teach all of the limitations of amended independent claim 5, from which claims 17-19 depend. Accordingly it is submitted that the rejection should be withdrawn.

In view of the above, it is submitted that the claims are in condition for allowance. Reconsideration of the objections and rejections is requested. Allowance of claims 1, 2, 5, and 8-19 at an early date is solicited.

Respectfully submitted,

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Date

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VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE CLAIMS:

Claims 1 and 5 have been amended as follows:

Claim 1 (amended). A method of exporting data from an engine condition monitoring program database to a destination database, said method comprising:

extracting data from said program database, wherein said data comprises engine configuration data, aircraft configuration data, engine input data, engine raw output data, engine smoothed output data, aircraft input data, aircraft raw output data, aircraft smoothed output data, alert data, initialization data and compressed data;

exporting said extracted data to said destination database; and

after a successful export, updating an external time file with the date and time of said successful export.

Claim 5 (amended). In a computer system running an engine condition monitoring program having a program database comprising a number of data tables, a method of exporting data from said program database to a destination database, said method comprising:

reading an external time file to determine the last date and time that data was successfully exported to said destination database;

searching said program database for data that is new or changed since said last successful export;

retrieving data found in searching said program database, wherein said data comprises engine configuration data, aircraft configuration data, engine input data, engine raw output data, engine smoothed output data, aircraft input

data, aircraft raw output data, aircraft smoothed output data, alert data, initialization data and compressed data;

exporting said retrieved data to said destination database; and

after a successful export, updating said external time file with the date and time of said successful export.

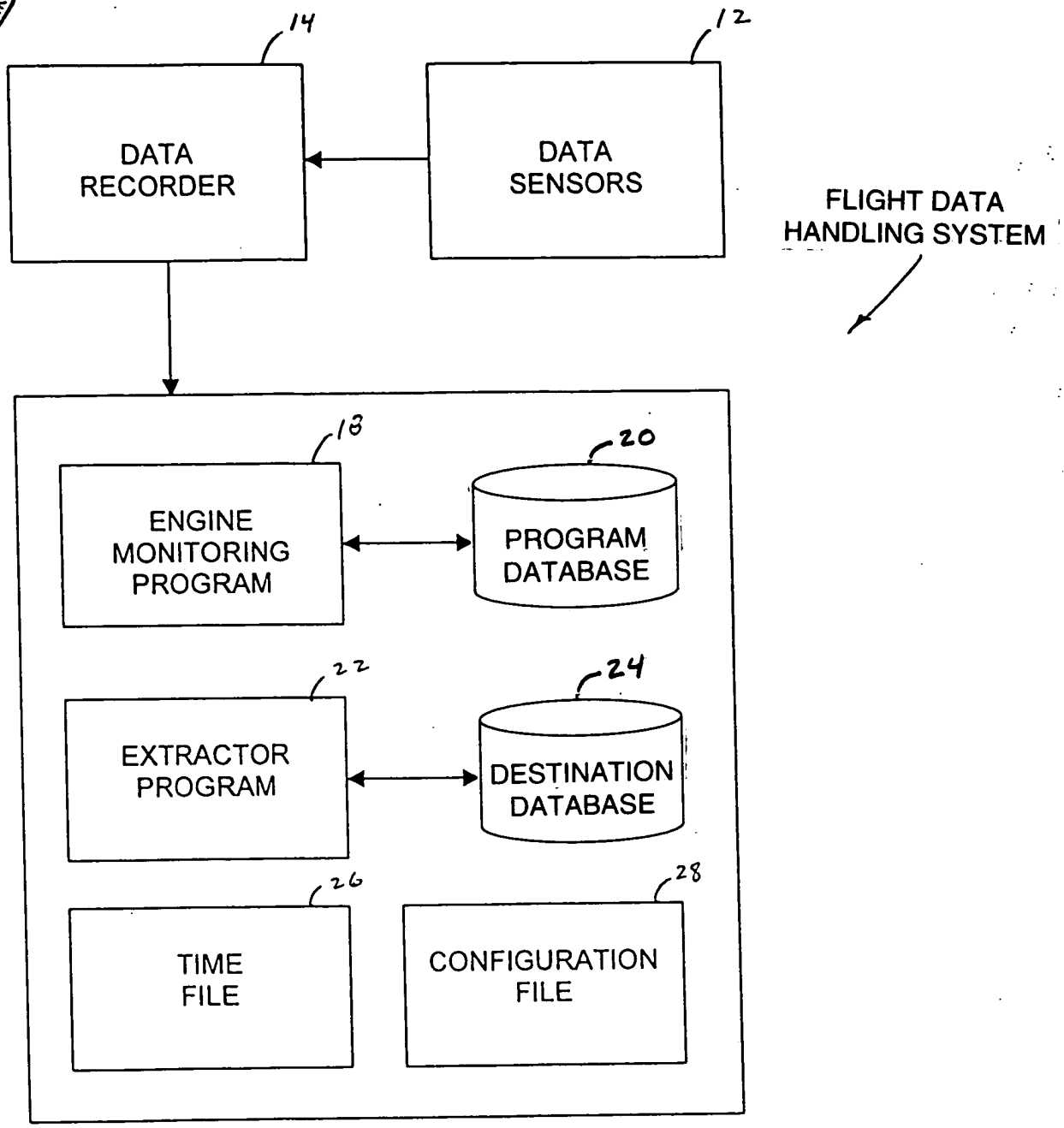

FIG. 1

8/5/03
OK